

Appendix H

Traffic Analysis

Allyn D. Rifkin PE

Transportation Planner/Engineer

Los Feliz Towers
4455 Los Feliz Boulevard Suite 1403
Los Angeles, CA 90027

E-mail allynrifkin@gmail.com
Telephone and fax -- (323) 664-2805
Mobile phone – (323) 697-1594

May 18, 2007

Wendy Lockwood
Sirius Environmental
1478 N. Altadena Drive
Pasadena, CA 91107

TRAFFIC ANALYSIS – NEW LEAF, WOODSTOCK HOMES, MT. OLYMPUS

As you have requested, I have completed a traffic analysis of the construction and occupancy of the proposed 16-unit hillside residential project. The project is located in the City of Los Angeles, along Woodstock Road, Leicester Drive and Thames Street in the Hollywood Hills proximate to the existing Mt. Olympus development. The analysis has been prepared in conformance to procedures consistent with the current City of Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures (March 2002).

SITE LOCATION AND REGIONAL ACCESS

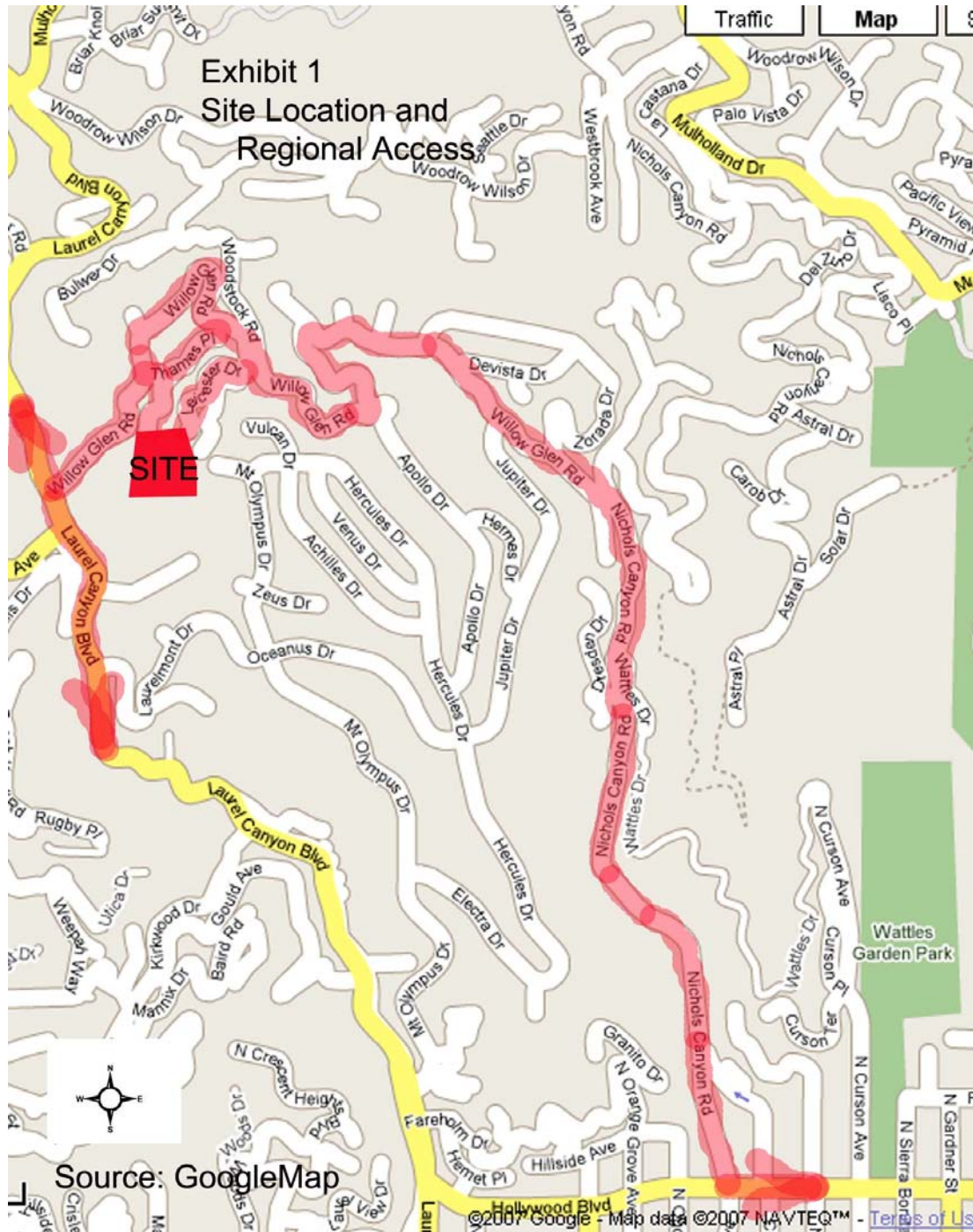
Exhibit 1 is a map showing the location of the proposed development site and access to the street system. There are two principal access routes to the site: from the west, via Laurel Canyon Boulevard and Willow Glen Road; and from the east, via Hollywood Boulevard, Nichols Canyon Road and Willow Glen Road. Access to the north and the south from the site can be made via either of these routes. Additional access is available via Woodstock Road to Woodrow Wilson/Mulholland Drive and via Apollo/Hercules/Oceanus/Mt. Olympus Drive to Laurel Canyon Boulevard.

According to the Hollywood Community Plan, Laurel Canyon Boulevard is designated a Secondary Highway. This route serves as a cross-mountain route for traffic between the San Fernando Valley and the Hollywood area of the City of Los Angeles. Laurel Canyon, due to topographic constraints, has not been developed to Secondary Highway standards for much of the route between Hollywood Boulevard and Mulholland Drive, with predominately one through lane in each direction and left turn chanelization.

Hollywood Boulevard is designated a Major Highway, Class II, with an important connection to Hollywood Freeway (US Route 101). In the vicinity of the project, Hollywood Boulevard is mostly a residential street, and not developed to ultimate Major Highway standards.

Allyn D. Rifkin, P.E.
Transportation Planner/Engineer

4455 Los Feliz Blvd Suite 1403, Los Angeles, CA 90027
tel 323-664-2805 e-mail allynrifkin@gmail.com



Both Willow Glen Road and Nichols Canyon Road are designated Collector Routes. The City of Los Angeles public works database, Navigate LA, indicates that portions of both of these routes are less than 20 feet wide. Field checks verified this condition. In addition, it was also observed that on Willow Glen Road, there are sections of horizontal curves with sub-standard sight distance. These conditions occur mostly between the project site and Laurel Canyon Boulevard.

Alternate access routes (along Woodstock Road to Wilson Drive or along Apollo Drive to Mt Olympus Drive and to Laurel Canyon) involve additional travel on designated local streets.

PROJECT GENERATED TRAFFIC

According to nationally accepted data (and pursuant to LADOT procedures) contained in the Institute of Transportation Engineers Trip Generation Handbook, the project when occupied can be expected to result in additional traffic as follows (Table 1):

Table 1 – Project Generated Traffic

LANDUSE	UNITS	ITE TRIP GENERATION CATEGORY	TRIP FACTOR (24 HOUR)	TRIP FACTOR (PM PEAK HOUR)	DAILY VEHICLE TRIPS	PM PEAK HOUR VEHICLE TRIPS (WEEKDAY)
Single Family Detached Housing	16 houses	ITE Land Use: 210	15.0 vehicle trips per d.u.	1.7 vehicle trips per d.u. / pm peak hour	240 vehicle trips per day	27 vehicle trips per hour

(See Exhibit 2 for calculations)

ANALYSIS OF IMPACTS

A. Local Traffic Impacts

Pursuant to LADOT guidelines, a traffic study may be required if:

1. The project is likely to add 500 or more daily trips or likely to add 43 or more PM peak hour trips and,
2. The project is likely to significantly impact nearby intersection(s) that are presently believed to be operating at LOS C, D, E or F.

These thresholds were chosen to correspond to the likelihood of significant impact at the most extreme instances (LOS F). By not exceeding these thresholds, it may be concluded that the project is not expected to have a significant impact relative to traffic. Thus, since the project is not likely to add 500 or more daily trips and not likely to add 43 or more PM peak hour trips, the project is not expected to have a significant impact relative to traffic.

Additional consideration of impacts may be warranted when site-specific conditions may involve safety issues. The restricted sight lines on Willow Glen Road fall into this category. The local traffic authorities, LADOT, have installed safety warning devices, such as curve hazard warnings and posting of reduced speed limits to address the existing traffic hazards along this route. Additional safety measures, such as warning beacons or additional signage could be installed by LADOT if determined to be necessary. From my field observations, local drivers have adapted to the limited conditions under existing traffic volumes. The addition of 27 vehicle trips (both

directions) per hour represents one additional car per 133 seconds (or every 2 minutes). Traffic volumes would be reduced to the extent that project traffic chose to use the alternate local routes discussed above. The project would not significantly change existing hazards in the area. In my opinion, the project-generated traffic would not be a significant safety impact along Willow Glen Road.

B. Regional Traffic Impacts

To determine regional traffic impacts, a Congestion Management Program Traffic Impact Assessment (CMP TIA) is required for all projects required to prepare an Environmental Assessment based on local determination. The geographic area examined in the CMP TIA must include at a minimum the following locations:

- All CMP arterial monitoring intersections, including freeway on- and off-ramp intersections, where a proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- Mainline freeway monitoring locations where a project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

Because the project is projected to add fewer than 50 trips during the PM weekday peak hour it is determined that the project is not expected to have a significant impact to the regional transportation system.

C. Construction Traffic Impacts

Construction traffic impacts are evaluated primarily from the necessity of exporting soil and bringing building material to the site. It is estimated that 19,000 cubic yards of soil will be required to be removed in order to develop the project. Because of the roadway geometry and topology, the developer proposes to use 7 cubic yard (single barrel) trucks for the removal of dirt. It is proposed that the hours of export will be between 9 am and 3 pm to avoid peak hour traffic conditions. Further it is proposed that no more than 20 trucks per day would be dispatched. Under those assumptions, the soil exporting process would take approximately 7 to 7 ½ months.

Delivery of construction material and construction employees to the site is expected to require fewer truck movements (total and daily) than the soil import task.

The expected truck traffic (20 trucks per day on average) represents 40 truck trips over a 6-hour period. This would represent 7 trucks per hour, or 514 seconds (8 minutes) between trucks. With implementation of mitigation measures below, the construction traffic is not expected to have significant congestion or safety impacts on the local or regional street systems.

The site distance conditions noted on Willow Glen Road can be addressed for safety concerns by two measures:

1. Flag persons should be provided, per LADOT standards and conditions during delivery hours at the intersections of Willow Glen Road with Woodstock Road, Leicester Drive and Thames Street and at noted horizontal curve restrictions on Willow Glen Road; and
2. To avoid sight distance problems, delivery of soil and construction material should be routed to use the Nichols Canyon Road access.

Traffic impacts would be less to the extent that conditions of approval would allow the use of the alternate local routes along Woodstock Road to Wilson Drive or along Apollo Drive to Mt Olympus Drive and to Laurel Canyon, which are designated local streets.

CONCLUSION

The proposed project, the construction and ultimate inhabitation of 16 homes, known as the New Leaf/Woodstock Homes development is not expected to have a significant impact on circulation assuming implementation of the above mitigation measures.



Allyn D. Rifkin, P.E.
State of California Registered Traffic Engineer, TR #1112

Attachment – Exhibit 2, Trip Generation Calculations

Exhibit 2

NEW LEAF - WOODSTOCK HOMES (TOTAL 16 SINGLE FAMILY HOMES)

TRIP GENERATION CALCULATIONS ITE LAND USE 210 - DETACHED SINGLE FAMILY HOMES

LN (T) = 0.92 LN (X) + 2.71	DAILY	X=# OF UNITS; T = TRIP ENDS
X =	16 NUMBER OF UNITS	
LN (X) =	2.77	
LN (T) =	5.48	
T=	240 TRIPS	
RATE =	15.0 TRIPS PER UNIT	
16 HOMES	240 DAILY VEHICLE TRIPS	

LN(T) = 0.90 LN (X) +0.53	PM PEAK HOUR OF STREETS	X=# OF UNITS; T = TRIP ENDS
63% INBOUND 37% OUTBOUND		
X =	16 NUMBER OF UNITS	
LN (X) =	2.77	
LN (T) =	3.30	
T=	27 TRIPS	
RATE =	1.7 TRIPS PER UNIT	
	1.1 INBOUND TRIPS PER UNIT	
	0.6 OUTBOUND TRIPS PER UNIT	
16 HOMES	27 TOTAL VEHICLES PER HOUR	
	17 INBOUND VEHICLES PER HOUR	
	10 OUTBOUND VEHICLES PER HOUR	

source: ITE Trip Generation - 7th Edition